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# THE PORT OF PORTLAND

## *Tariff No. 11*

TOWAGE RATES

DRY DOCK RATES

WITH

RULES AND REGULATIONS

ISSUED DECEMBER 15, 1928

ALL PREVIOUS RATES ARE HEREBY CANCELLED

ISSUED BY

**The Port of Portland**

A MUNICIPAL CORPORATION

PORTLAND, OREGON, U. S. A.

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## TOWAGE RATES

Rates herein for towage and assistance require that vessels be in charge of a regular licensed pilot employed by the vessel, its owners or operators, which pilot shall give all orders to the towboats supplied by The Port of Portland. In consideration of accepting service for any one or more of the tugs of The Port of Portland, or tugs chartered or hired by it, for rates herein fixed, or other sums established by custom or contract, to be paid for services of a tug or tugs owned and/or employed by The Port of Portland, it is expressly understood and agreed that all towing, moving, shifting, docking, undocking, or other handling of a vessel or craft of any character by such tugs anywhere for said rates, or other sums established by custom or contract, is done at the sole risk of such vessel or craft and its cargo; that neither the tug or tugs used in the service, nor the owner, charterer, or hirer thereof, shall be liable for any loss or damage of any nature whatsoever occurring while such service is being rendered or incident thereto, and that the masters and crews of all such tugs shall, in the performance of such service or services, become and be the servants of said vessel, or craft, towed or handled in any way whatsoever.

When service is ordered or is accepted it is understood that the vessel, its owners and operators agree to all the rates, conditions and rules provided in this tariff. Rates named herein for tows, harbor moves, etc., are subject to The Port of Portland's convenience, and will not apply for emergency service; rates for such service will be subject to special contract.

This tariff is filed with the Public Service Commission of the State of Oregon.

## HARBOR MOVES—PORTLAND HARBOR

The following rates will apply for tow boats supplied for shifting vessels in Portland Harbor on working days. On Sundays and holidays \$15.00 will be added to all rates for each boat used:

Gross Tons	Inter-Zone Shifts							
	Between Zones 1 and 3		Between Zones 1 and 2		Between Zones 2 and 3		Intra-Zone Shifts	
	1 Tug	2 Tugs	1 Tug	2 Tugs	1 Tug	2 Tugs	1 Tug	2 Tugs
0 to 3000	\$100.00	\$150.00	\$70.00	\$130.00	\$70.00	\$130.00	\$60.00	\$100.00
3001 to 4000	105.00	160.00	75.00	135.00	75.00	135.00	65.00	105.00
4001 to 5000	110.00	175.00	80.00	140.00	80.00	140.00	70.00	110.00
5001 to 6000	120.00	190.00	85.00	145.00	85.00	145.00	75.00	115.00
6001 to 7000	125.00	200.00	90.00	150.00	90.00	150.00	80.00	120.00
Over 7000	130.00	210.00	95.00	155.00	95.00	155.00	85.00	125.00

For shifting or turning at same berth a charge of 60% of above rates will apply; minimum charge \$50.00.

### Description of Zones

Zone 1—Area between Ross Island and O.-W. R. & N. Bridge.

Zone 2—Area between O.-W. R. & N. Bridge and Swan Island.

Zone 3—Area between head of Swan Island and head of Multnomah Channel.

For assisting vessels in or out of wharves in any Zone when tug of 500 H. P. or over is used a charge of \$40 will be made, plus \$10.00 for each bridge passed, but if more than two bridges are passed rates in harbor move schedule will apply.

### SERVICE OUTSIDE OF PORTLAND HARBOR:

For one tug moving or assisting vessels between channel and points listed below the rates in following schedule will apply on working days; on Sundays and holidays \$15 will be added to all rates for each boat used:

	North Portland Harbor	Vancouver Wash	St. Helens (All Mills)	Westport or Wauna
Over 2500 Gross Tons.....	\$125.00	\$125.00	\$175.00	\$250.00

When two towboats are used 75% will be added to rates in above schedule.

Service at points outside The Port of Portland District will be performed at the convenience of The Port of Portland when tow-boats are not engaged on local work.

When vessels are rendered services not covered by this tariff, charges will be computed consistent with distance, size of vessel and conditions existing at the time service is rendered.

The Port of Portland assumes no responsibility for the acts or omissions of pilots, and any detention of tow-boats will be charged for.

## DRY DOCK RATES

The Port of Portland dry docks are a publicly owned utility. The Port of Portland does no work on vessels, but local contractors are equipped to do all kinds of ship repairs. Competitive bids for repair work can readily be obtained at this port. In all cases the contract for dockage is between the vessels and/or its owners and The Port of Portland. Vessels may contract with others for doing of repair work upon the vessel while in dry dock.

### STEAM OR POWER VESSELS ON GROSS TONNAGE

	FIRST DAY	LAY DAYS
Up to 999 tons.....	20 cents per ton	10 cents per ton
1000 tons to 4999 tons .....	18 cents per ton	10 cents per ton
5000 tons and over .....	7½ cents per ton	7½ cents per ton

### SAILING VESSELS AND HULLS ON NET TONNAGE

	FIRST DAY	LAY DAYS
Up to 599 tons .....	20 cents per ton	10 cents per ton
600 tons and over .....	18 cents per ton	10 cents per ton

### SCOWS AND BARGES. (Except Sea-Going Barges and Dismantled Ships)

	FIRST DAY	LAY DAYS
100x25 or equal to 2500 square feet deck area.....	\$50.00	\$20.00
Over 2500 square feet deck area.....	60.00	20.00

Minimum charge for any vessel, except scows, \$50.00 any day or fraction.

Vessels in any class will have the advantage of the minimum charge in the next larger tonnage class for equivalent period.

Cargo will be charged for at 50 per cent of tonnage rates. No charge made for permanent ballast.

Twenty-four hours constitutes the first day. First day charge accrues from time the vessel is "dry," which shall be when the deck of dock is above water or when dock is stopped and held partly submerged at vessel's request.

Twenty-four hours or less constitutes one lay day. Minimum charge, \$50.00.

In case a vessel is raised or lowered on Sunday or a holiday, or after working hours, a charge for overtime labor and other additional costs will be made against the vessel.

No charge will be made for vessels in dry dock on Sunday or holidays unless work is performed on the vessel, in which case regular rates will apply.

Wrecked or other vessels requiring extra blocking will be charged for the additional labor and material required in preparing and clearing the dock; a charge will likewise be made for all keel and bilge blocks damaged by removal to effect repairs to a vessel.

When it is found necessary to raise a vessel again, after beginning to sink the dock, lay day rates will be charged plus all additional expense caused the dock therefor; provided, however, if the vessel is floated and it is necessary to inspect the blocks, the charge will be 75% of regular docking rates (minimum \$50.00).

All bills are due and must be paid when vessel is undocked.

Rates for use of tools, air or electricity, and for miscellaneous service are posted at plant and furnished on application.

Vessels requiring a dock more than four weeks will be allowed to have the same only by special arrangement with The Port of Portland.

### WHARFAGE

The following charges for berthing at dry dock wharves will apply under Rule 11:

	Per Foot of Registered Length
Idle vessels .....	2 cents per day (min. charge \$ 5.00 per day)
Vessels undergoing repairs, outfitting, etc.....	2½ cents per day (min. charge \$10.00 per day)

Ship's crew performing regular work will not be construed as "repairs."

Day rate will be charged for fractional days.

## DIMENSIONS OF SECTIONAL DRY DOCKS

(Five pontoons each)

	No. 1 Dock	No. 2 Dock
Length .....	468 feet	492 feet
Width between wings .....	82 feet	94 feet
Depth of water over keel blocks .....	25 feet	27 feet
Lifting capacity, dead weight, tons (calculated)	8,000	15,000

### TOOLS AND APPLIANCES

Derricks of 10 and 20 tons capacity, and locomotive crane are available for lifting propellers, tail shafts, etc., and for other purposes.

There is a shop at the dock containing air compressors, drills, forges, lathes, shapers and other tools.

Compressed air for operating air tools and electricity for operating electric tools will be supplied at current rates.

The contractor or the ship must hire and pay the mechanics direct, as The Port of Portland does not do repair work on vessels.

### Rules and Regulations

1. All vessels requiring the use of the dock or wharves must furnish men to handle the vessel, and warp it into and out of the dock, also furnish all hauling lines and lines to steady the vessel while being docked.
2. All vessels using the dock or wharves must at all times keep the same clear of dirt and rubbish and thoroughly clean and sweep the dock before the vessel is floated.
3. Sufficient stage planks and trestles for the use of the vessels while on the dock will be furnished by the dock on application to the Dockmaster. Vessels will be required to furnish all ropes for hanging stages. No ropes or chains of any kind will be furnished by the dock. Vessels or contractors may bring their own staging to the dock, but must remove same from dock and wharves upon completion of the work.
4. All water closets and urinals on vessels shall be locked up or fastened securely, and not used while vessel is in the dock, under penalty of Twenty Dollars (\$20.00) for infraction of this rule. In the event of any infraction of this rule, both the vessel and the owners shall be liable for said penalty, and the same shall be included in and form a part of the charges against the vessel and owners for the use of said dock.
5. All vessels while using wharves or dock, shall furnish and display lights during the night at each end of all gangways in use and comply with all harbor regulations.
6. All vessels lying at the wharves of the dry dock shall move at any time they are requested to do so by the Dockmaster or his representative.
7. Vessels to be docked must be put on even keel abeam and as nearly as possible on even keel fore and aft.
8. Lockers will be furnished by the dock for the storage of tools and the mixing of paints and the keeping of same while vessels are in dock or at the wharves, but no kerosene, turpentine, naphtha, gasoline or other inflammable materials in quantity more than five gallons will be allowed to remain in lockers or on the docks or wharves over night. A duplicate key of each locker so in use will be given to an officer of the vessel or other person authorized to act for same. The right is reserved to refuse dockage or berth at the dry dock plant to any vessel having on board explosives or highly volatile products or which might from other causes create an unusual risk.
9. All staging and other gear of all kinds shall be put away and secured where ordered before the vessel is floated.

10. Any vessel desiring to work during the night must give notice in writing before 3:00 p. m. of the day preceding.

11. Vessels desiring to lie at the wharves of the dry dock to complete repairs, or for any other purpose incident to dry docking may be permitted to do so if the wharves are not otherwise occupied, upon making application in writing to the Dockmaster and paying the proper charge. No charge will be made for waiting for dry docks or for two days before and after dry docking.

12. Vessels lying at the wharves or in the dock are strictly prohibited from dumping ashes or rubbish of any kind on or about the same.

13. Electric wires must not be interfered with under any circumstances.

14. Keel and bilge blocks, shores, etc., must be moved or replaced by the vessel upon the responsibility and at the expense of such vessel and only with consent of the Dockmaster; provided, however, that any such consent given by the Dockmaster, or any assistance rendered by the Dockmaster or any other employees of The Port of Portland, shall in nowise affect the provisions of Rule 19 hereof absolving The Port of Portland from responsibility for damages under the circumstances stated in said Rule 19.

15. Any damage to the dock or wharves, or property connected therewith, caused by negligence or any other fault of the vessel, will be charged to the vessel.

Vessels must make provision that fuel oil will not be discharged on dry dock or afloat at wharves.

The Port of Portland reserves the right to remove oil discharged in violation of this rule by any means it chooses and the cost of such removal or attempts to remove such oil will constitute a charge against the vessel in addition to the dock dues. Vessels and contractors will be held responsible for acts of their employees.

16. Smoking about the dry dock and wharves is strictly prohibited. Vessels, their agents and contractors must enforce this rule upon their own employees. In the event of failure of the vessel or contractor to control their employees in this respect, The Port of Portland will take such action as it deems necessary for the safety of the plant. The expense of extra guards or other provision necessary to overcome negligence of the employer in this respect, will be chargeable to the vessel and collected as a part of the service charges.

Any person employed on or about any vessel who shall fail or neglect to observe these rules or the orders of the Dockmaster, or shall use profane or indecent language, or otherwise render himself obnoxious, shall be immediately discharged, and shall not again be allowed upon such vessel while in the dock or at the wharves of The Port of Portland.

17. Vessels docked with cargo aboard or with ballast logs alongside are taken at the vessel's risk. The Port of Portland assumes no responsibility in such cases for damage to dock, vessel, or cargo.

18. Scows shall vacate the dock upon order of the Dockmaster whenever the dock is required for other work and the Dockmaster is authorized to remove scows in such circumstances. Any costs incurred in keeping a scow afloat or moored shall be payable as an additional charge for docking of such scow.

19. The dry docks are available to vessels for vessel's account under provisions of this Tariff, Rules and Regulations, only after regular form of application has been signed by an authorized person on behalf of the vessel. When any vessel is docked at the request of the owner or his agent and thereafter a contractor is engaged by said vessel and undertakes work upon said vessel, such contractor and his or their agents and/or employees, shall under no circumstances be regarded as the agent of The Port of Portland and The Port of Portland assumes no responsibility for damages to the ship or cargo by reason of any act committed by such contractor or his agents and/or employees, and it is expressly stipulated that The Port of Portland is wholly absolved therefrom.

20. These rates, rules and regulations are subject to change at the pleasure of The Port of Portland.

# THE PORT OF PORTLAND

Towage Tariff No. 11 Issued Dec. 15, 1928.

## TOWAGE RATES

(ON REVERSE SIDE)

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